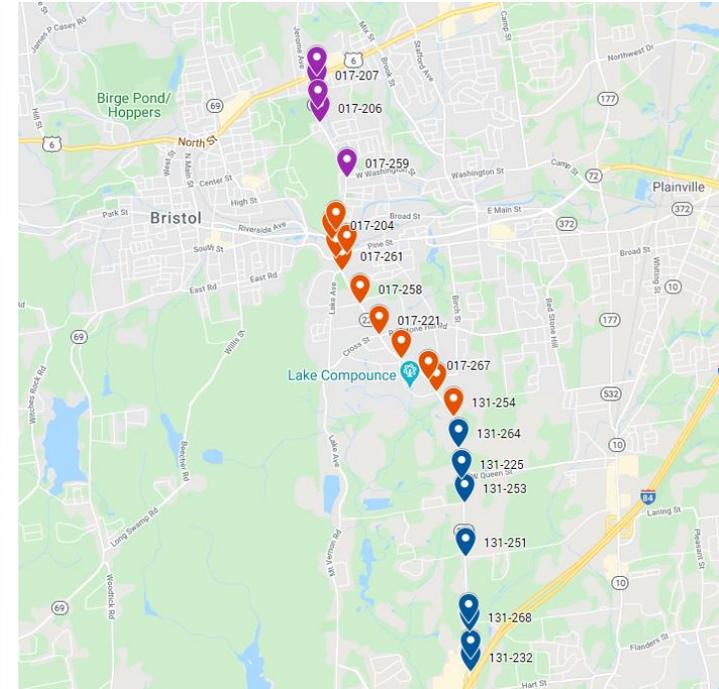
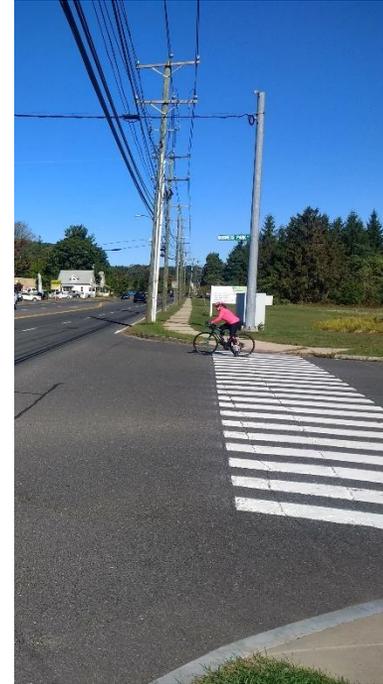




Public Outreach ROUTE 229 CORRIDOR STUDY



Employee owned. Client driven.

Connecticut | Maryland | Massachusetts | New Jersey | New York | North Carolina | Ohio | Pennsylvania | Rhode Island | Texas



Using Ring Central

RingCentral Meetings Meeting Participant ID: 398213



Talking:

Meeting Topic:

Host:

Invite Link:

Participant ID:

To Mute/ Unmute, Use the “Join Audio” Button
To Toggle Video, On/Off Click “Start Video” Button



Join Audio



Share Screen



Invite Others



Security



Participants 1



Polls



Chat



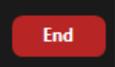
Share Screen



Record



Breakout Rooms



End

Using Ring Central

RingCentral Meetings Meeting Participant ID: 398213



Talking:

Meeting Topic:

Route 229 Corridor Study - Public Outreach

Host:

Invite Link:

Participant ID:

To ask a question,
Use this Button



Join Audio



Share Screen



Invite Others



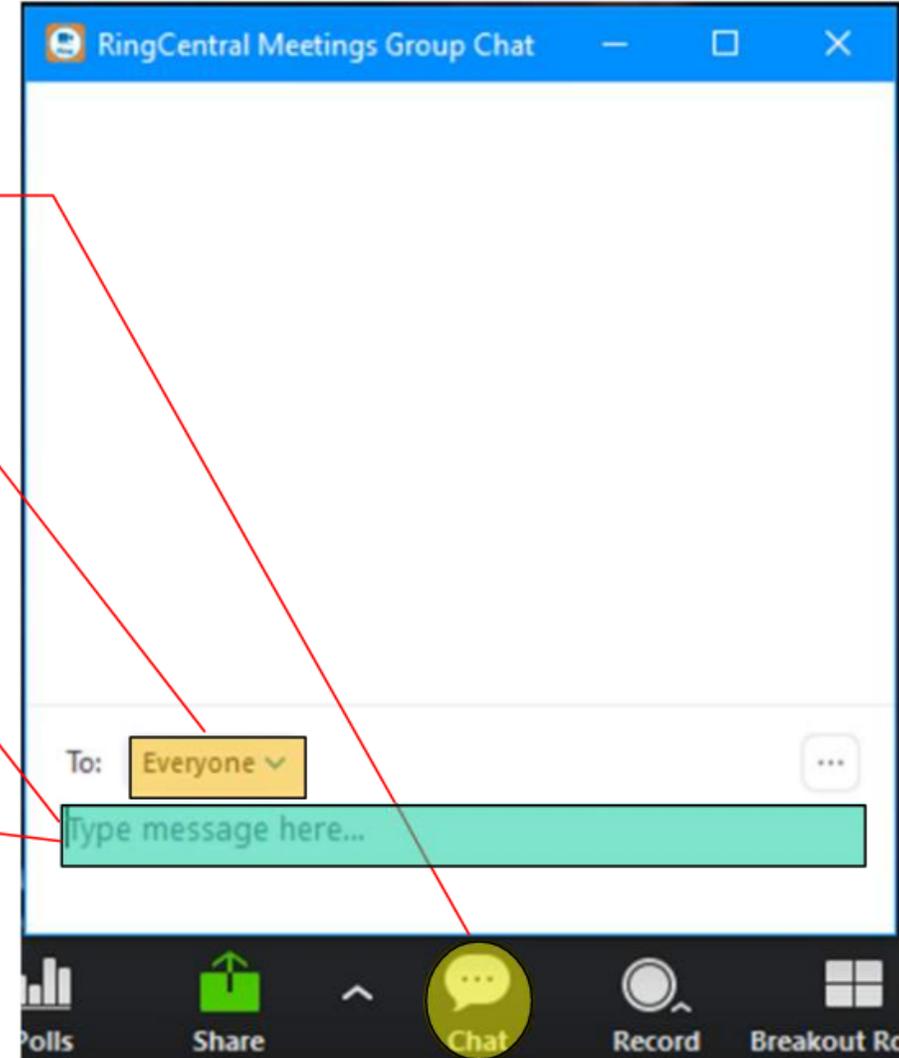
Using Ring Central - Chat

To ask a question, use this button

Select who to send the message to

Type your question here

Please send your Name and phone number/email address



Introduction

- **Route 229 Corridor Study**
 - Evaluate safety, congestion, and transit/bike/ped mobility
 - Assess travel demand growth for a multi-modal corridor to service the future land use vision and recommendations
 - Provide spot improvements / propose countermeasures to improve safety and traffic flow



Scope / Deliverables

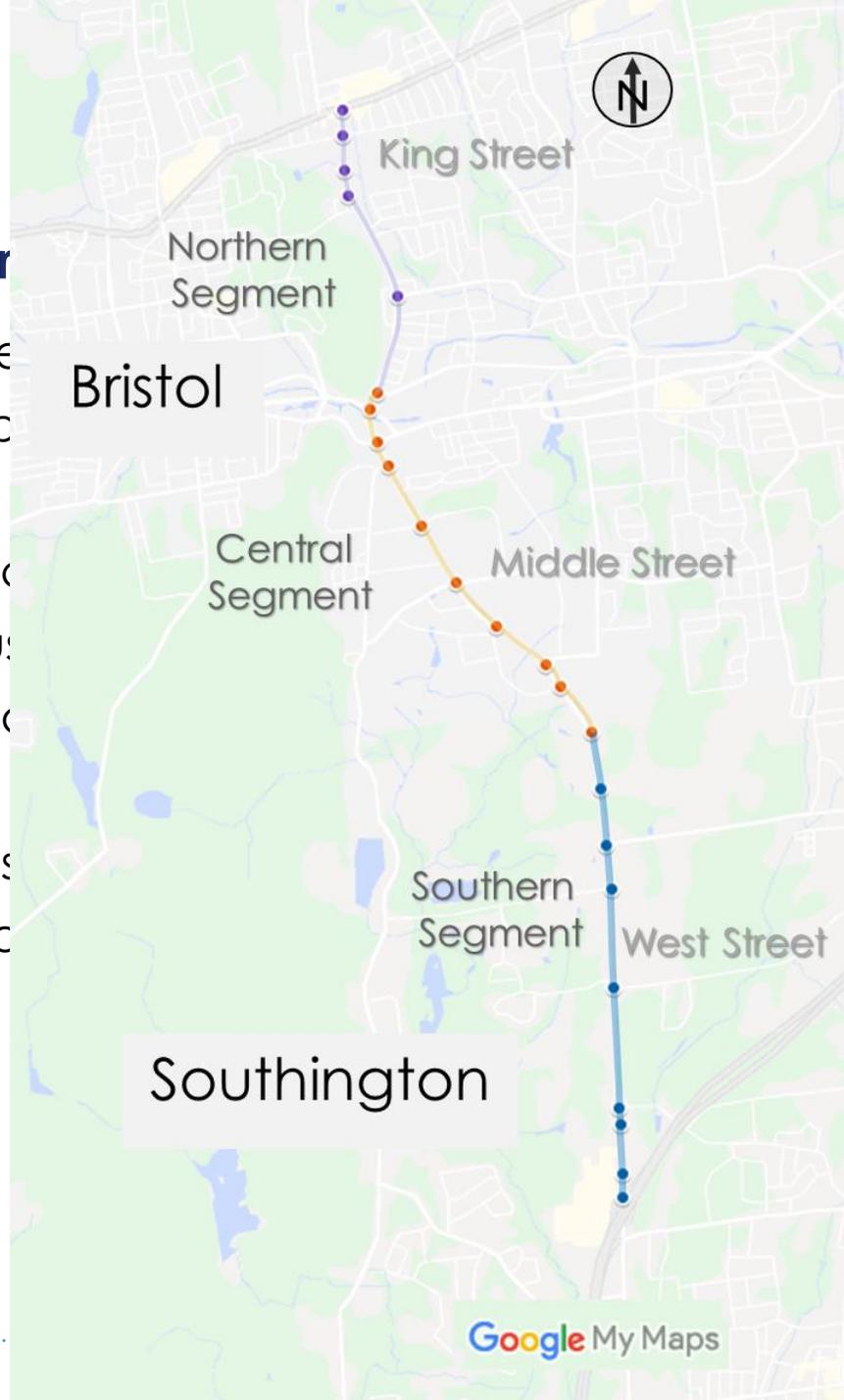
Meeting Agenda

- Introduction
- Existing Conditions
- Discussion
- Action Items



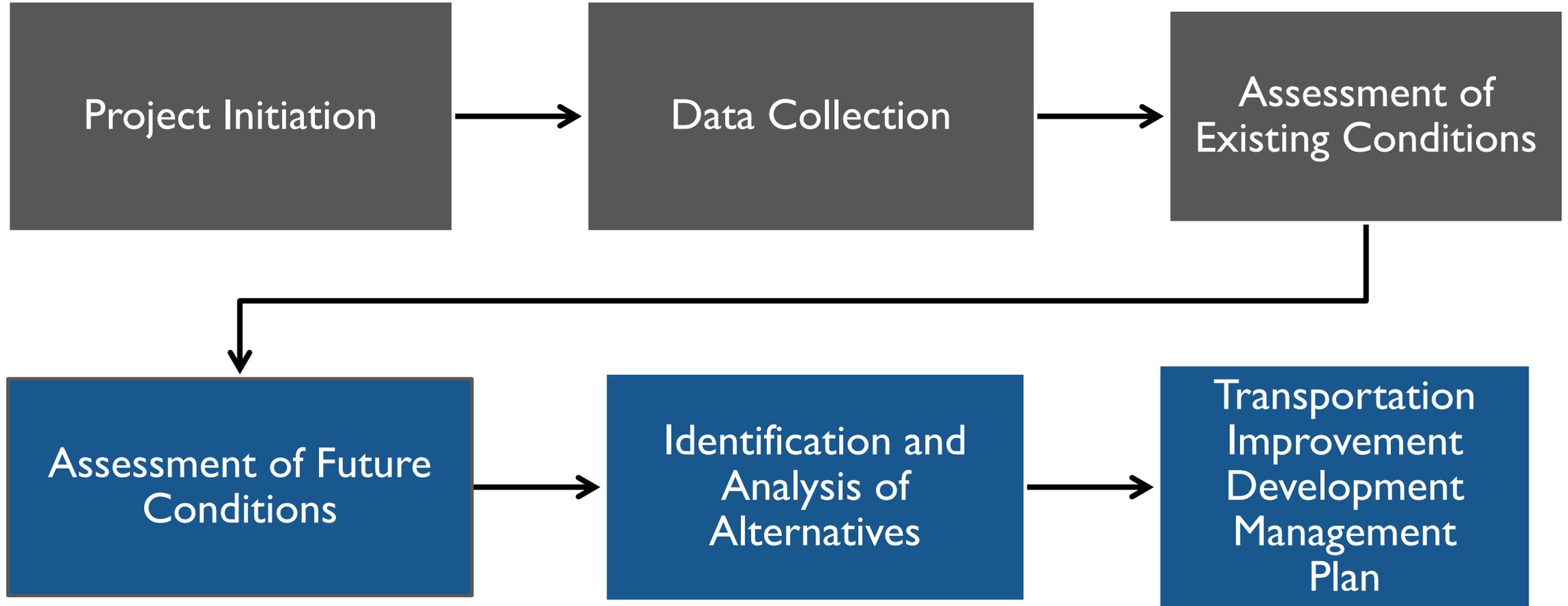
Introduction

- **Route 229 Corridor**
 - Evaluate safe transit/bike/pedestrian
 - Assess travel multi-modal corridor
 - future land use recommendations
 - Provide spot countermeasures and traffic flow



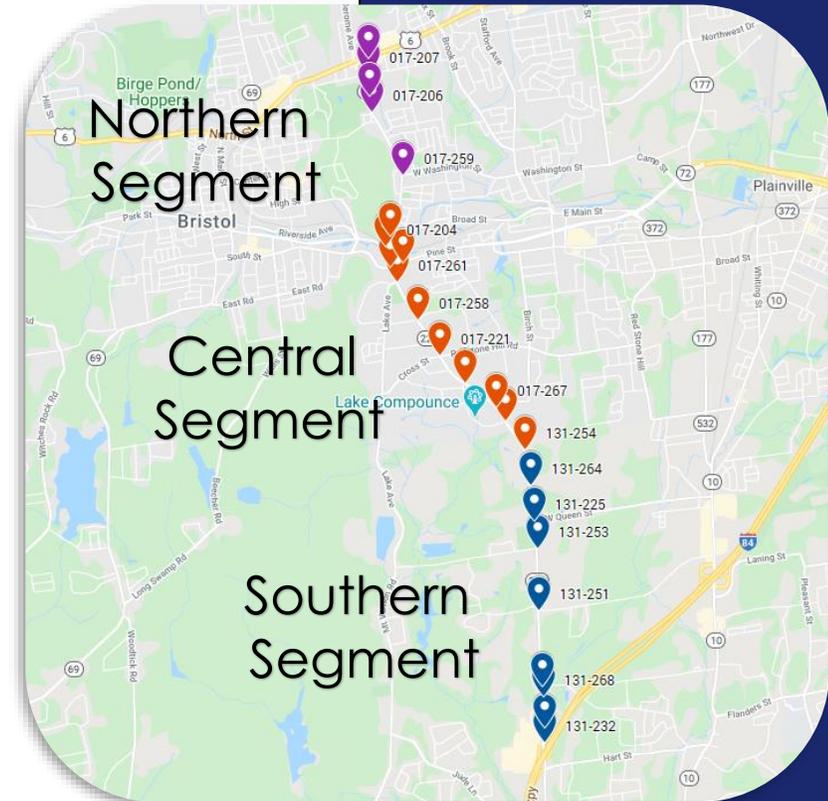
Scope / Deliverables

Planning Process

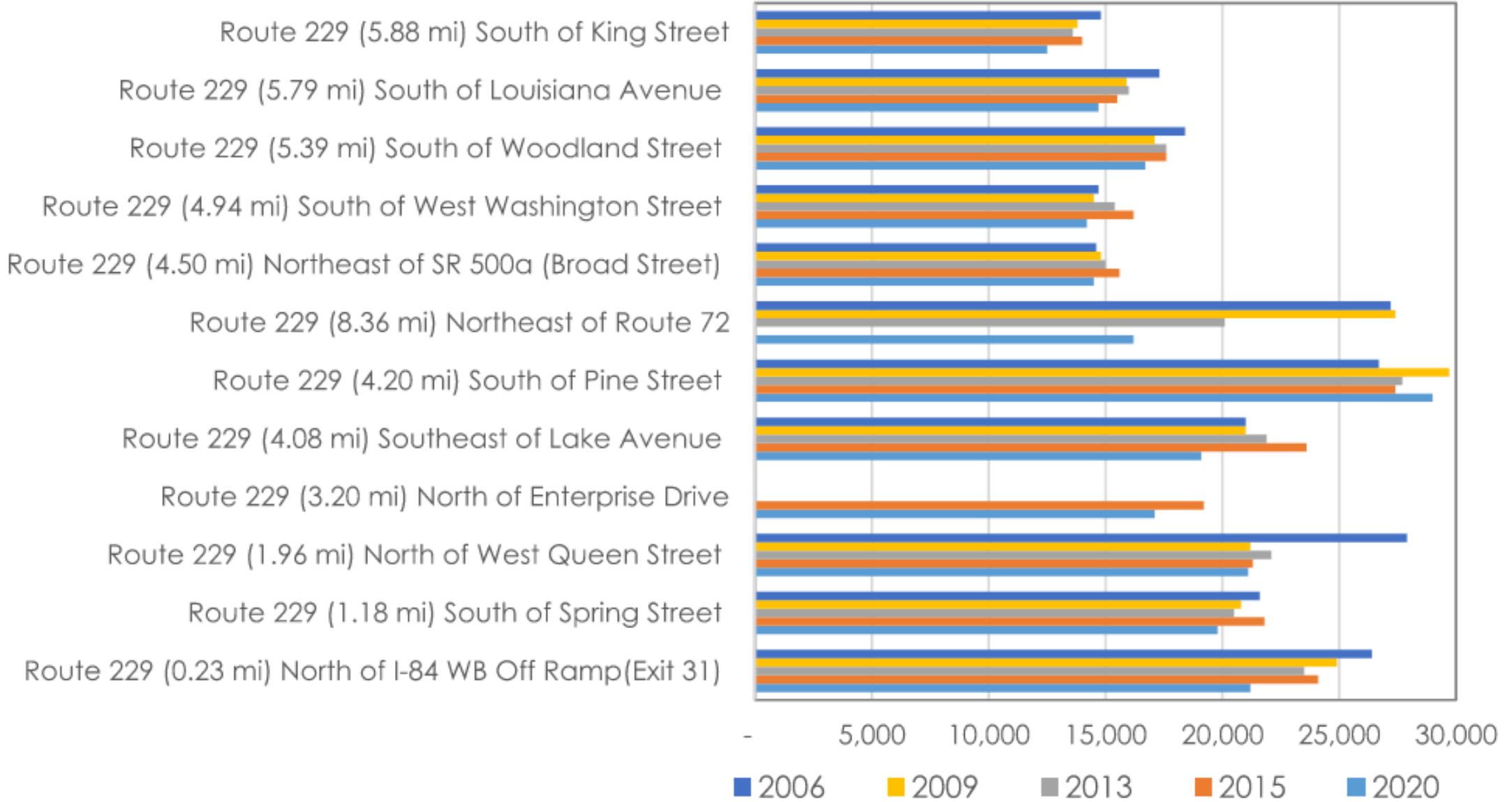


Data Collection Efforts

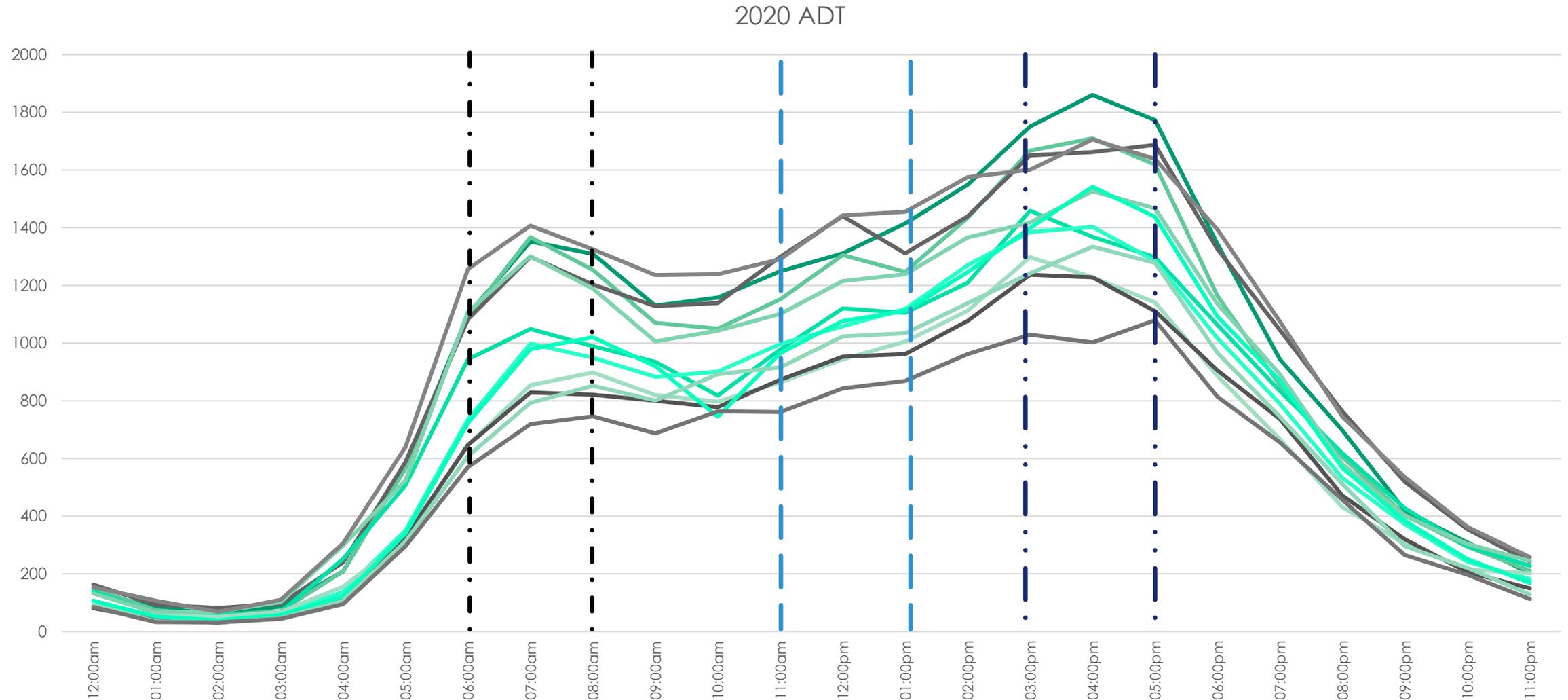
- Traffic
- Speed
- Crashes
- Transit
- Pedestrian / Bicycle Facilities
- Land Use / Zoning
- Access Management
- Culturally & Historically Significant Landmarks / Buildings



Traffic Data: Historical Counts



ADTs along the corridor



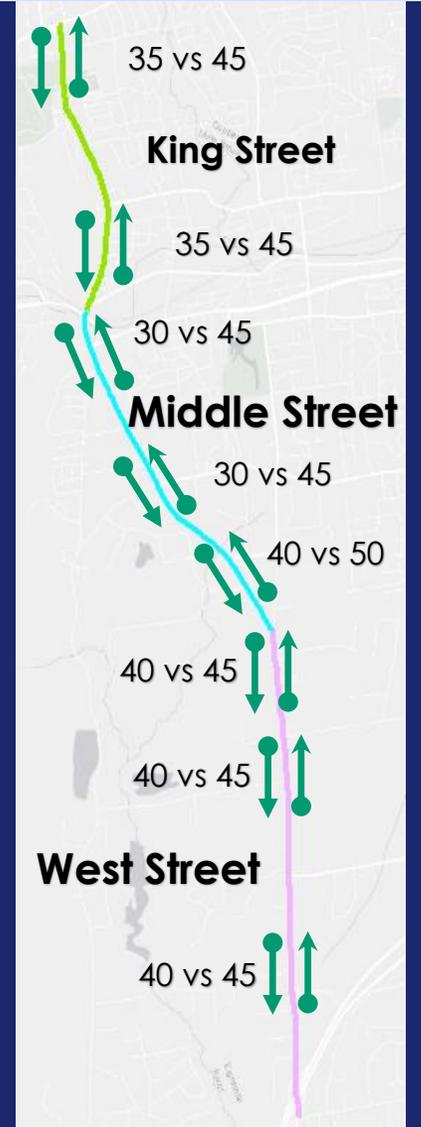
Source: https://portal.ct.gov/DOT/PP_SysInfo/Traffic-Count-Locator-Program-Updates

Posted Speed Limits

- **35 mph:**
 - N-End: Farmington Avenue (US6)
 - S-End: Broad Street
- **30 mph:**
 - N-End: Broad Street
 - S-End: West Gate Street (unsignalized) North of
 - Battista Road @ Business Park Road
- **40 mph:**
 - N-end: West Gate Street (unsignalized) North of
 - Battista Road @ Business Park Road
 - S-End: I-84 WB intersection



Posted Versus 85% Percentile



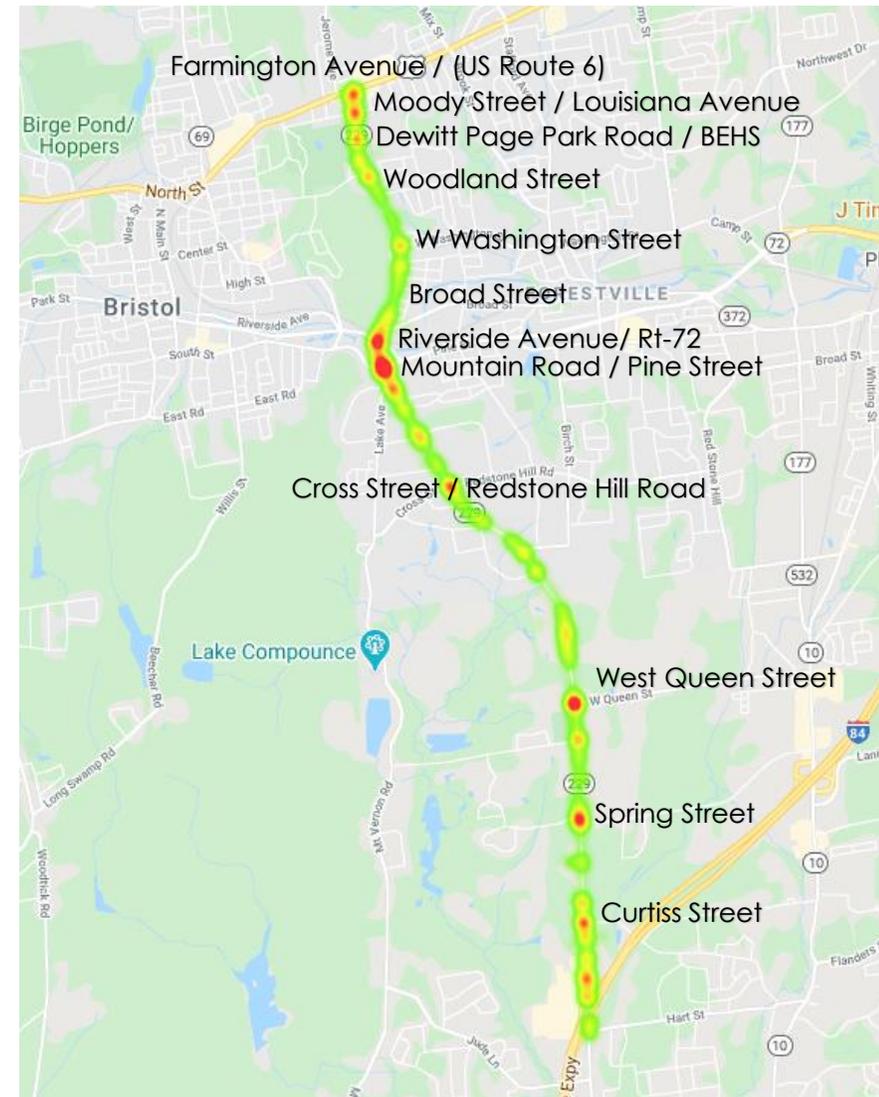
Crash Data – Hot Spots in Bristol

■ Intersections:

- Route 229 @ Moody Street/ Louisiana Avenue
- Route 229 @ Route 72 / Riverside Avenue
- Route 229 @ Pine Street / Mountain Road
- Route 229 @ West Queen Street
- Route 229 @ Curtiss Street
- Route 229 @ I-84 WB On/Off Ramps

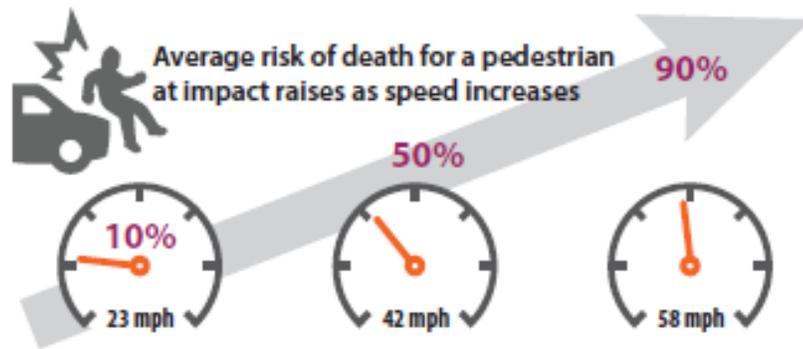
■ Segments:

- Route 6 / Farmington Avenue & Moody Street/ Louisiana Avenue
- Moody Street/ Louisiana Avenue & High School Drive
- W. Washington Street & Broad Street
- Route 72 / Riverside Avenue & Pine Street / Mountain Road
- Executive Boulevard North & Executive Boulevard South



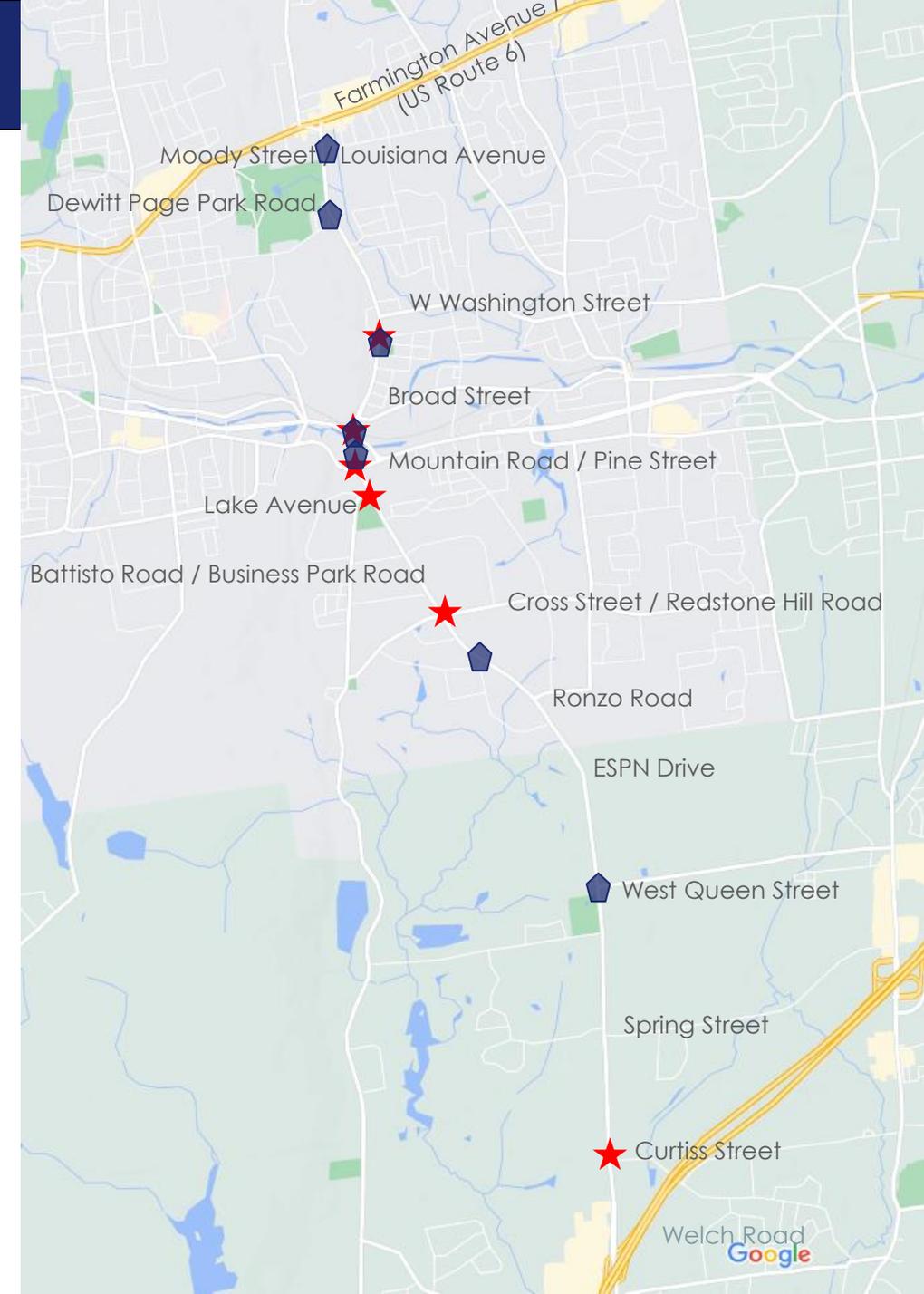
Fatal Crashes, Pedestrian & Bicycle Hot Spots

- **2015-2020: (7 Crashes)**
 - Route 229 @ Moody Street/ Louisiana Avenue
 - Route 229 @ Woodland Street
 - Route 229 @ Burnside Drive
 - Route 229 between Route 72 & Pine Street (2 crashes)
 - Route 229 @ Pine Brook Terrace
 - Route 229 @ West Queen Street

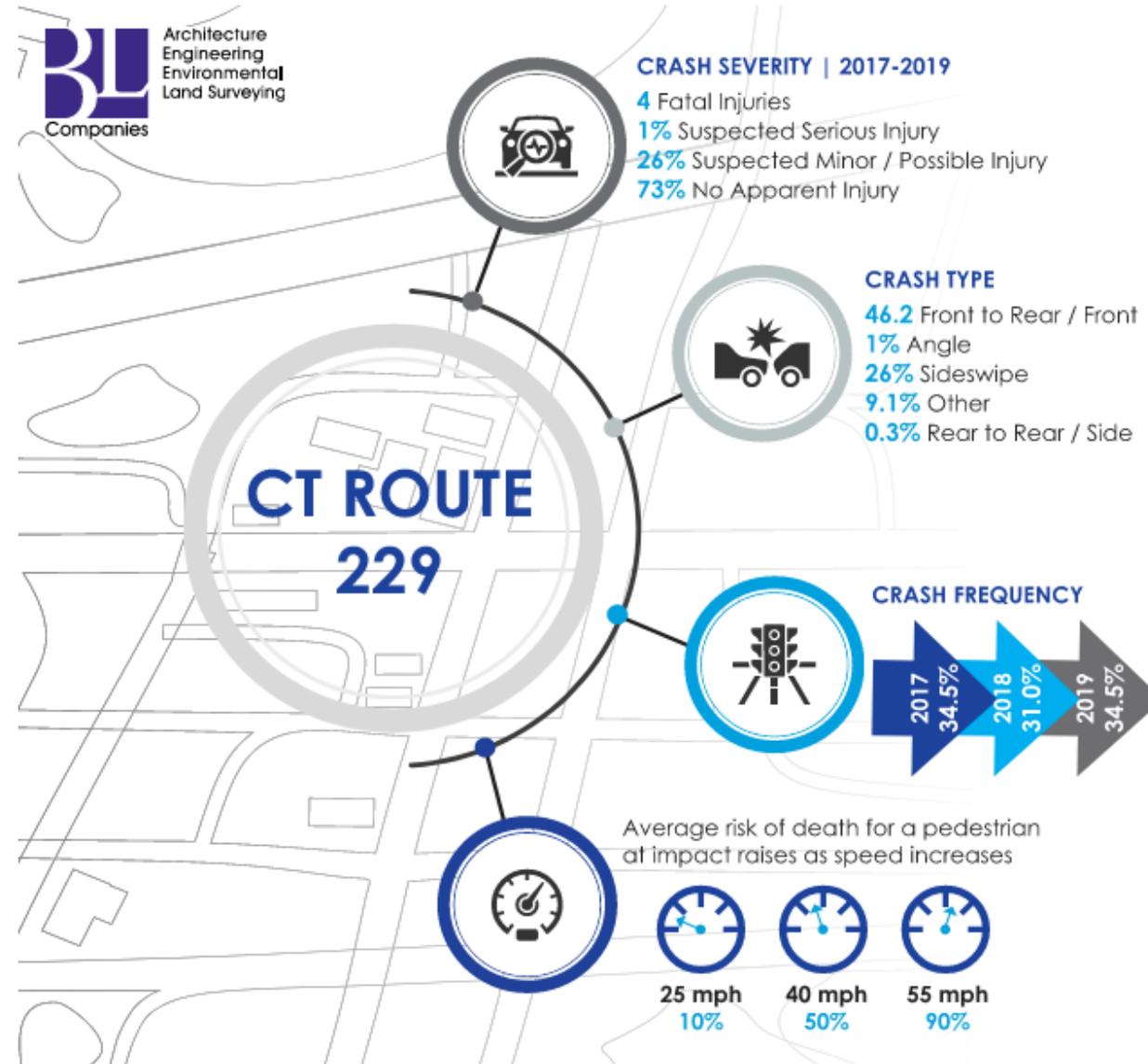


<https://ctcrash.uconn.edu/>

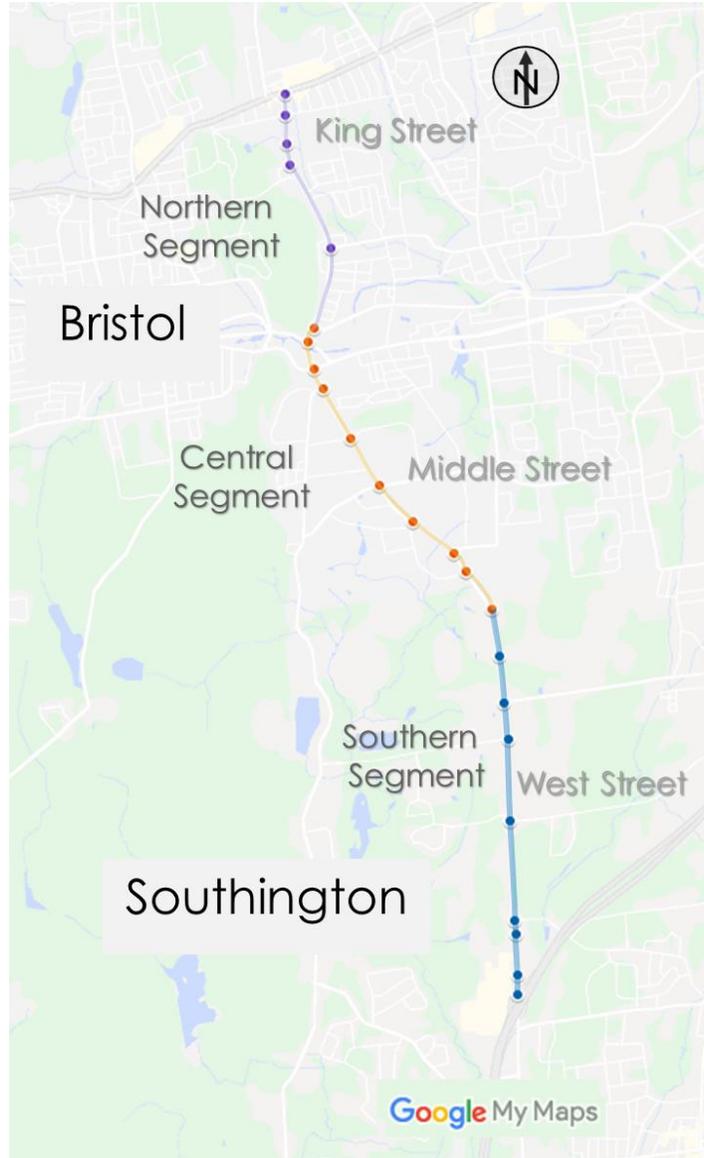
■ Fatal Crash
★ Pedestrian / Bicycle Crash



Crash Data – Hot Spots



Multimodal Accommodations



Preliminary Traffic Data: Transit



■ CTfastrak Route 102

- The average weekday daily ridership in 2019 totaled 1,294 boardings and alightings.
- Three percent (3%) of daily trips board and alight within 0.5 miles of CT Route 229.

■ Express Route 502

- The average weekday daily ridership in 2019 totaled 210 boardings and alightings.
- Three percent (3%) of daily trips board and alight within 0.5 miles of CT Route 229.

■ Local 541 Bristol

- Known as “Tunxis Community College”
- The average weekday daily ridership in 2019 totaled 270 boardings and alightings.
- The nearby bus stops account for approximately twenty percent (20%) of average weekday daily bus ridership.



ADA / PROWAG Compliance

- **Sidewalks:**
 - width and condition
 - surface type
 - curb & snow shelf presence
 - ramps and flares
 - detectable warning panels (Truncated Domes)
 - obstructions along sidewalk & continuity
- **Placement of pedestrian push buttons**
- **Slopes for pedestrian paths**



Shoulder Widths

LEGEND

Right Shoulder

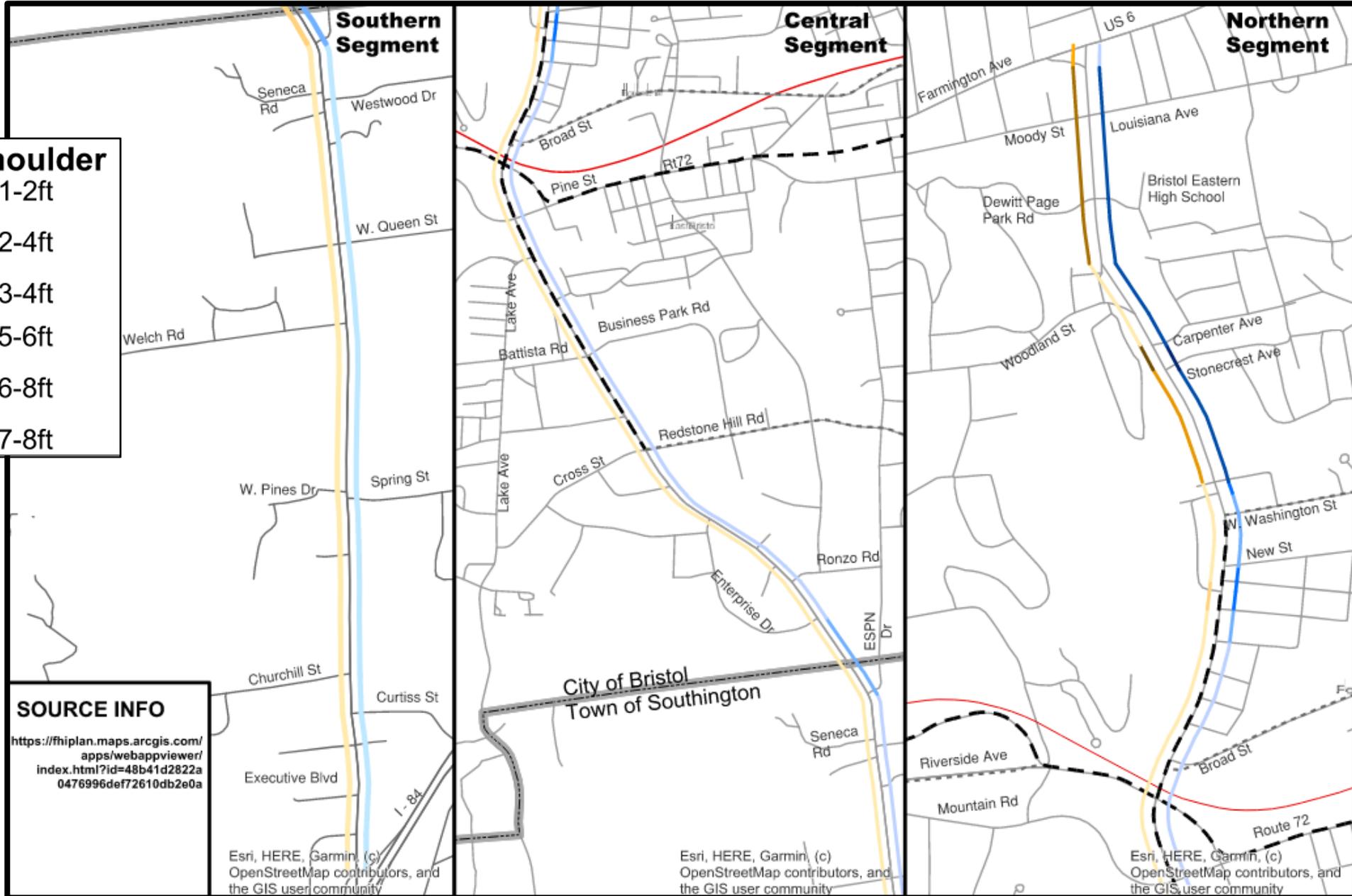
- 1-2ft
- 2-4ft
- 4-6ft
- 5-6ft
- 6-8ft
- 7-8ft

Left Shoulder

- 1-2ft
- 2-4ft
- 3-4ft
- 5-6ft
- 6-8ft
- 7-8ft

Bike Lanes

- State Road
- Town Road
- CT Rail
- CT Roads
- Town Boundary



SOURCE INFO
<https://fhiplan.maps.arcgis.com/apps/webappviewer/index.html?id=48b41d2822a0476996def72610db2e0a>
 Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

CTDOT Bicycle GIS Data

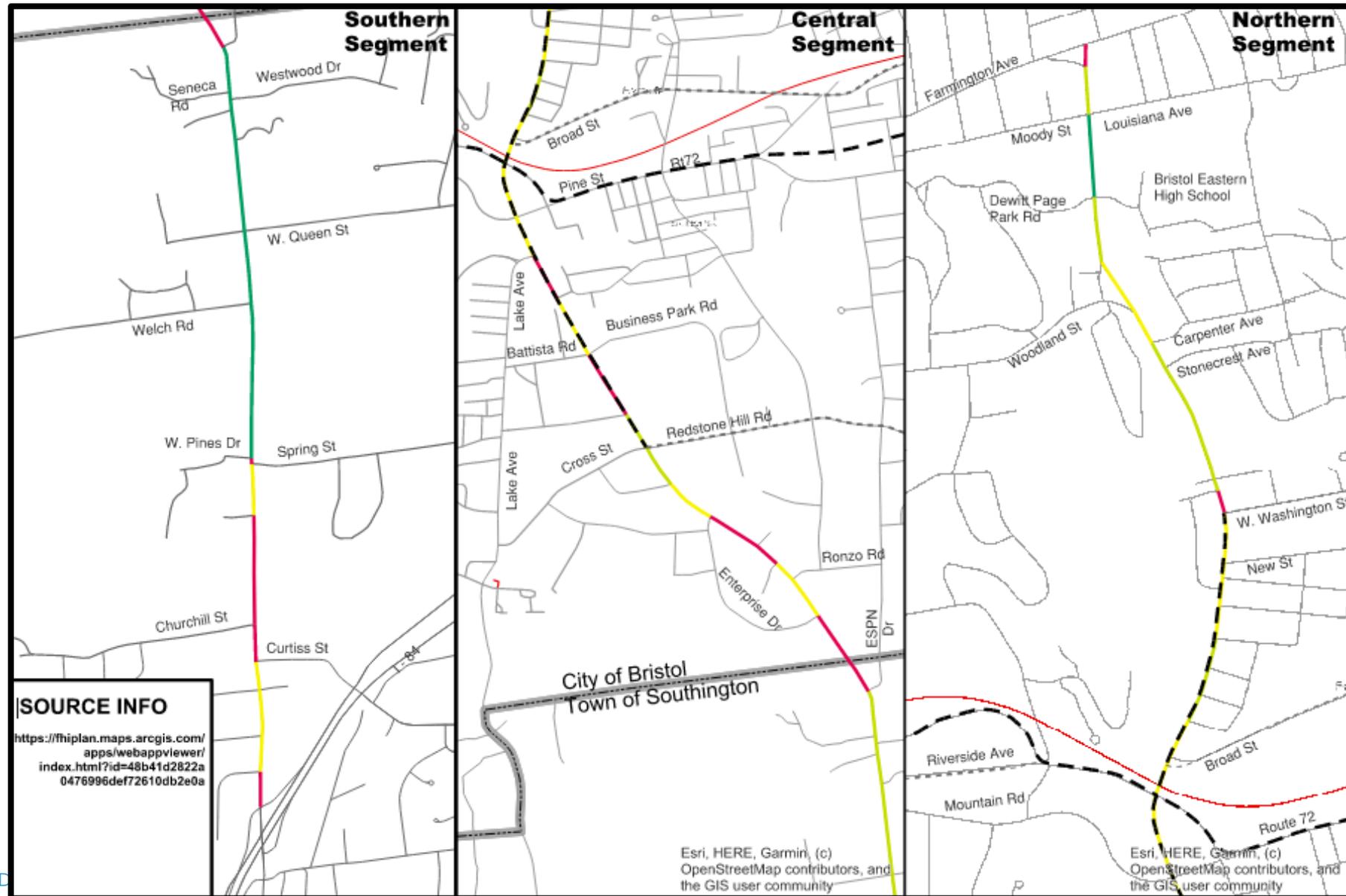
- **Suitability Levels**
 - Speed
 - Grade
 - Shoulder presence
- **Planned Road Bike Network**

LEGEND

Bike Feature

Suitability

- Least Suitable
- Less Suitable
- More Suitable
- Suitable



Source: <http://fhiplan.maps.arcgis.com/apps/webappviewer/index.html?id=48b41d2822a0476996def72610db2e0a>

Pedestrian Accommodations

Legend

Segment

— Northern Segment

— Central Segment

— Southern Segment

— Sidewalk

— Crosswalk

— CT Rail

— CT Roads

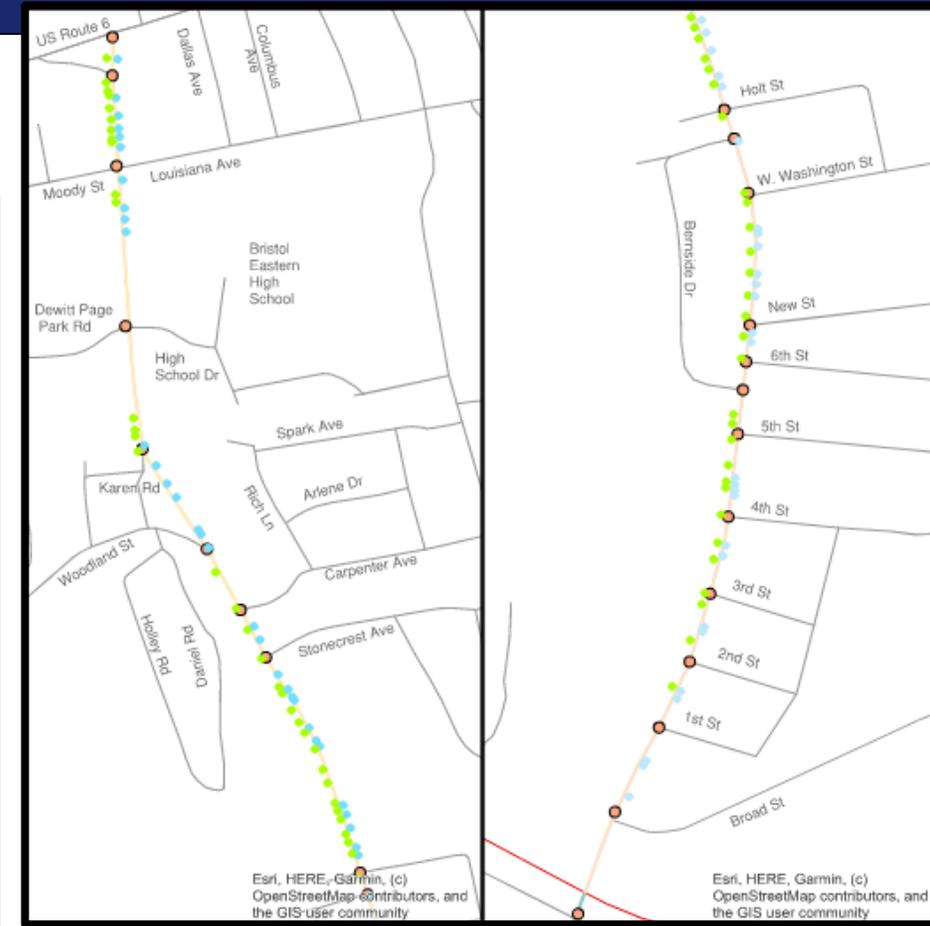
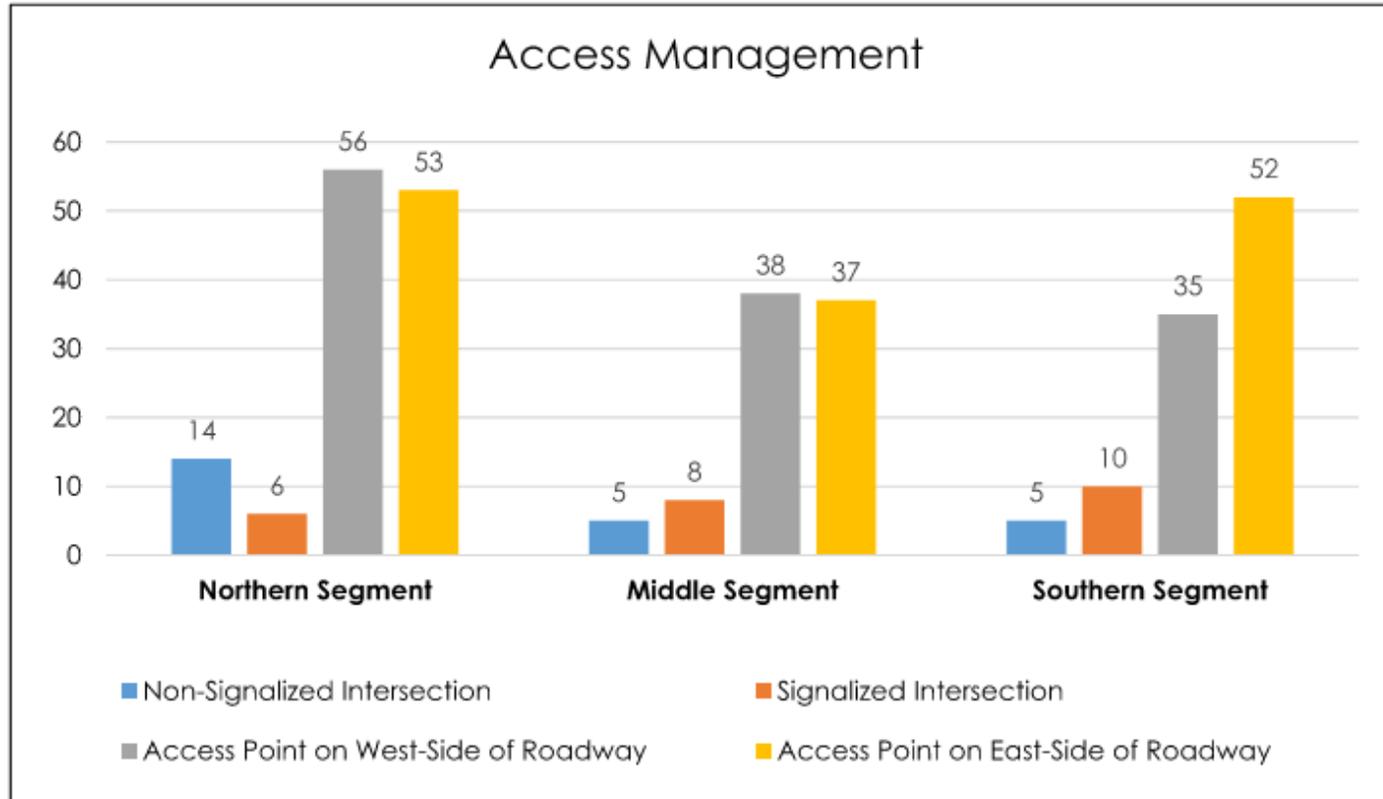
▭ Town Boundary

● Handicap Ramp

● Pedestrian Push Button



Summary of Access / Egress



Legend

Access Point Location

- East Side
- Intersection
- West Side
- Northern Segment
- Central Segment
- Southern Segment

- ▭ Town Boundary
- CT Roads
- CT Rail

Summary of Access / Egress

Legend

Access Point Location

- East Side
- Intersection
- West Side
- Northern Segment
- Central Segment
- Southern Segment
- Town Boundary
- CT Roads
- CT Rail



Culturally / Historically Significant Landmarks / Buildings

■ Southington

- Great Unconformity
- West Street School (1432 West St.)

■ Bristol

- Terry-Hayden House (125-135 Middle St)
- Lake Compounce Carousel
- Page Park
- Casey Field
- Wilson Playground
- Bristol Eastern High School
- ESPN Headquarters

Outside / no longer exists:

- HD Smith Company – 24 West St. (South of I-84)
- 590 West St (South of I-84)
- Plantsville Historic District
- Stephen Grannis House - 1193 West St (no longer exists)



West Street School



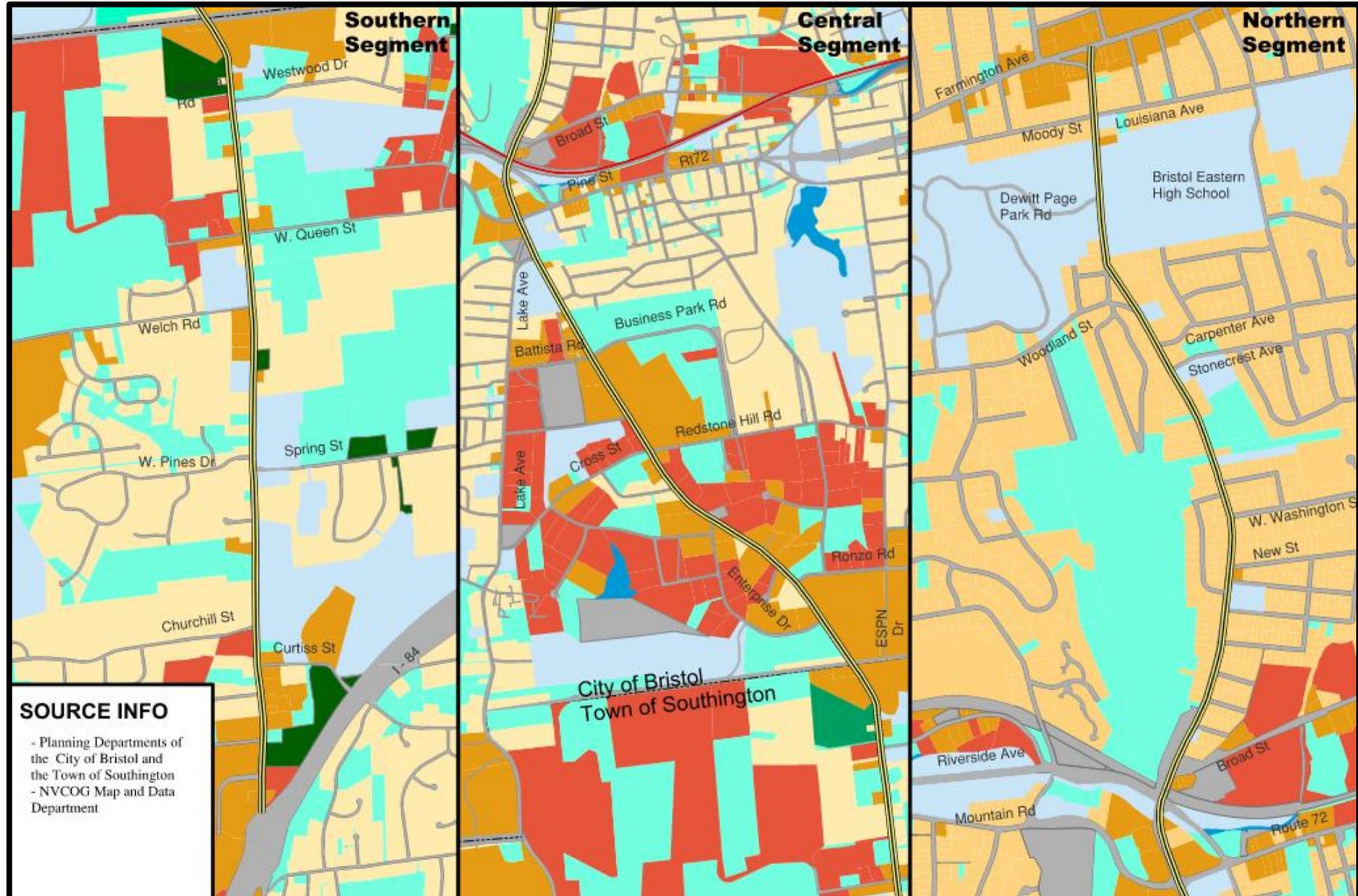
Lake Compounce and Carousel

Land Use and Zoning

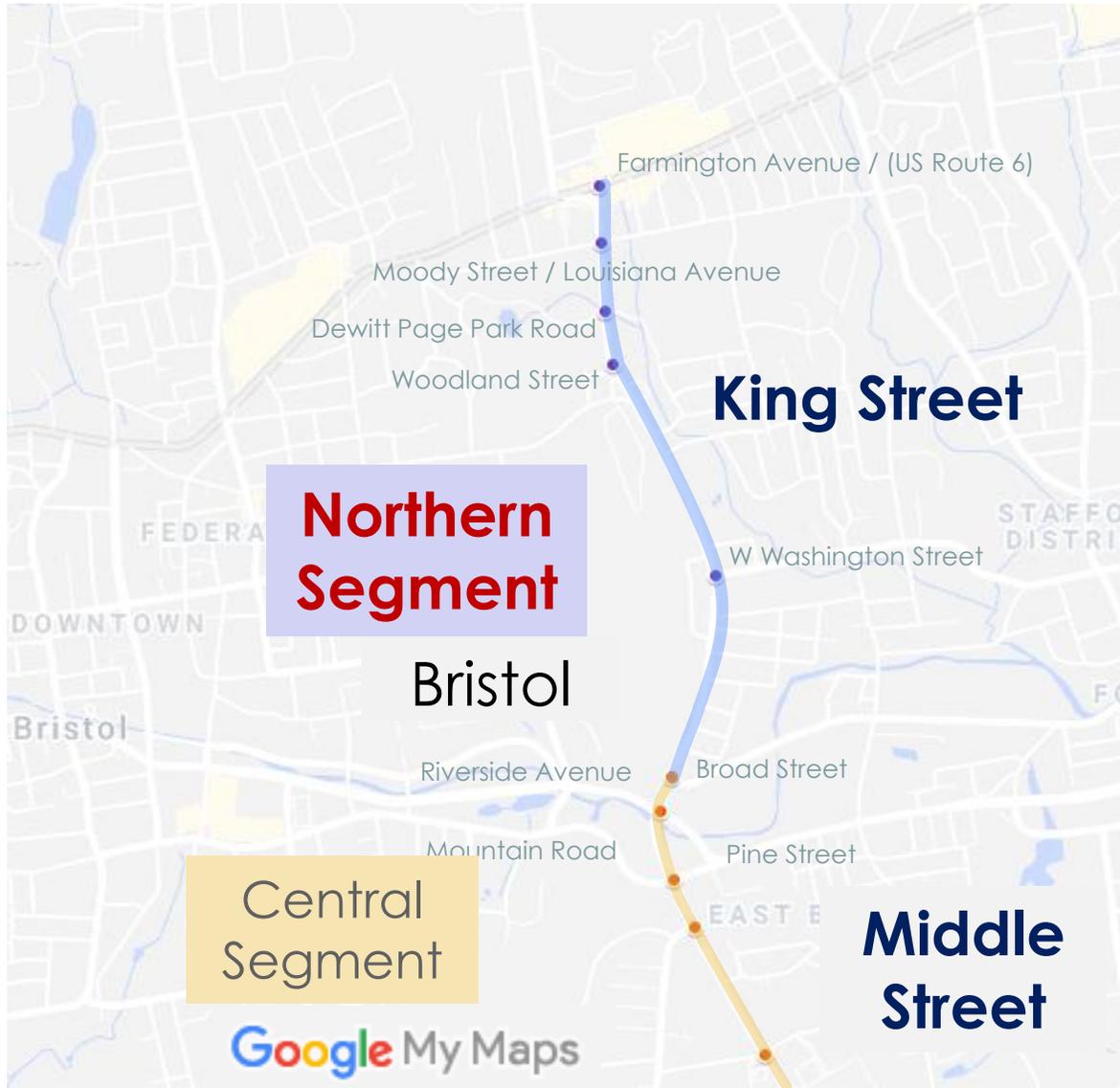
Legend

Land Use / Zoning

- Agriculture
- Business
- Community Facility
- Industrial
- Residential
- Transpo_ROW
- Undeveloped
- Water
- Boundary
- CT Roads
- Corridor
- CT Rail

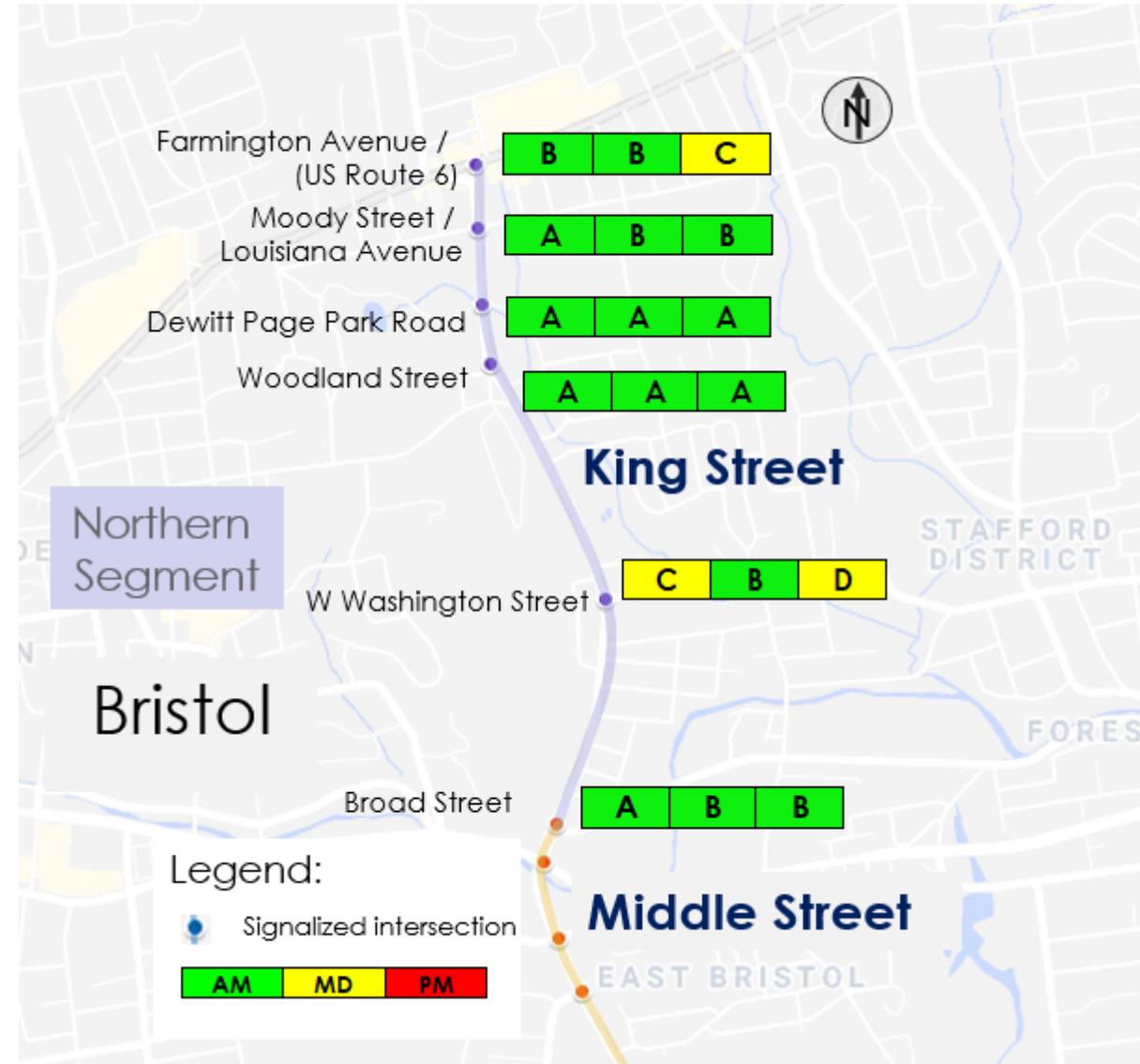


Northern Segment

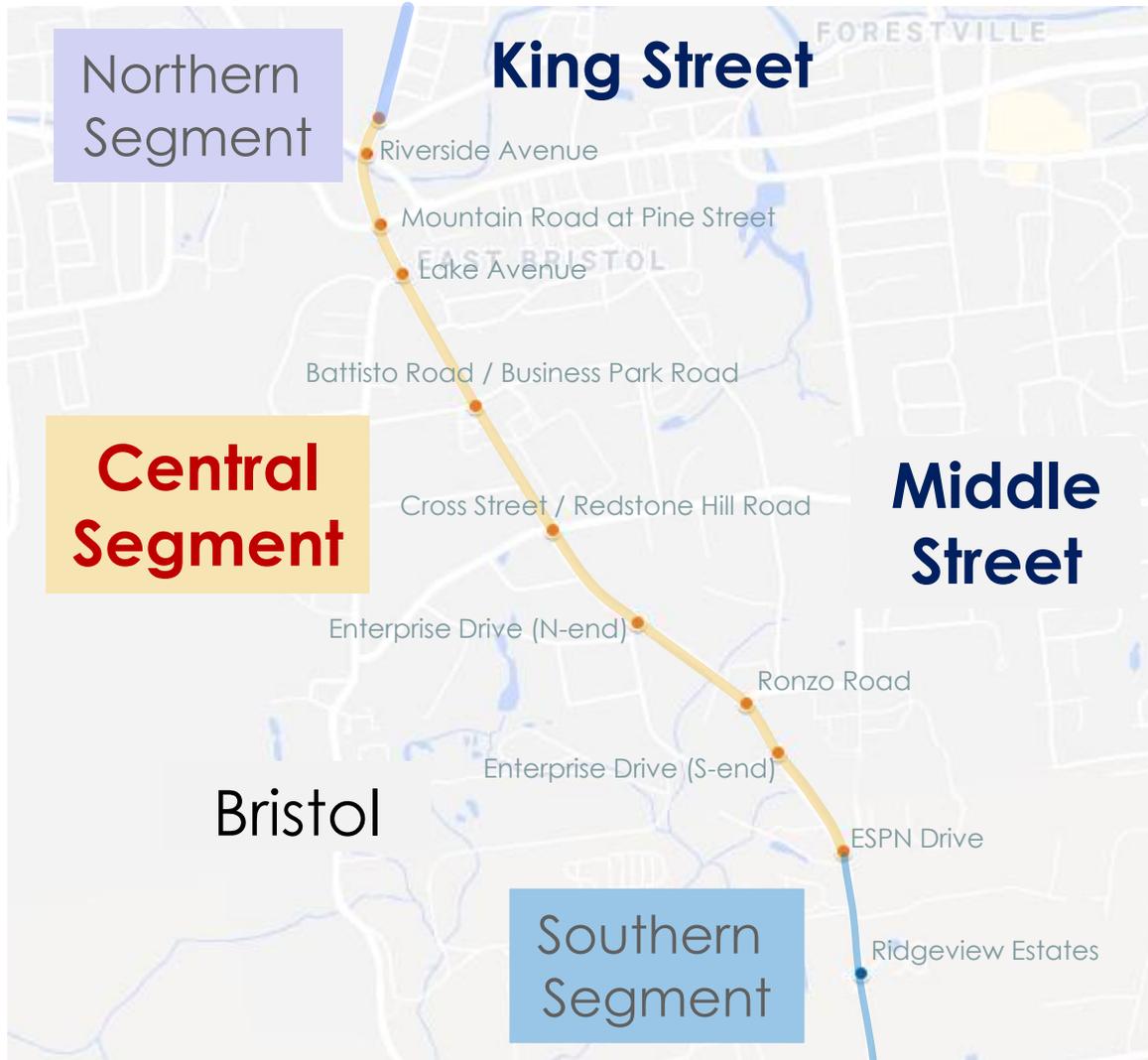


Traffic Operations Northern Segment

<u>Level of Service</u>	<u>Average Control Delay (seconds per vehicle)</u>
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

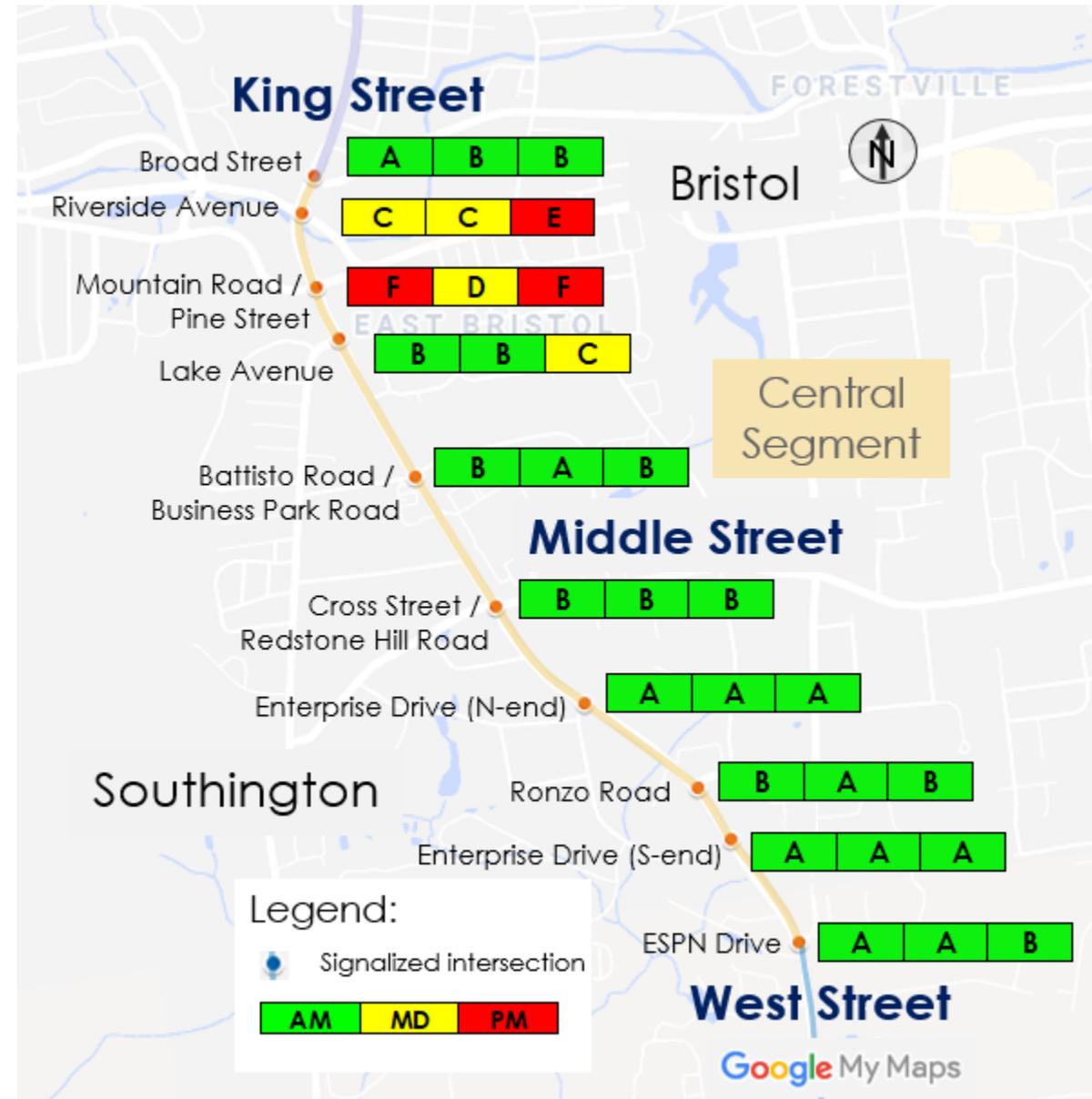


Central Segment

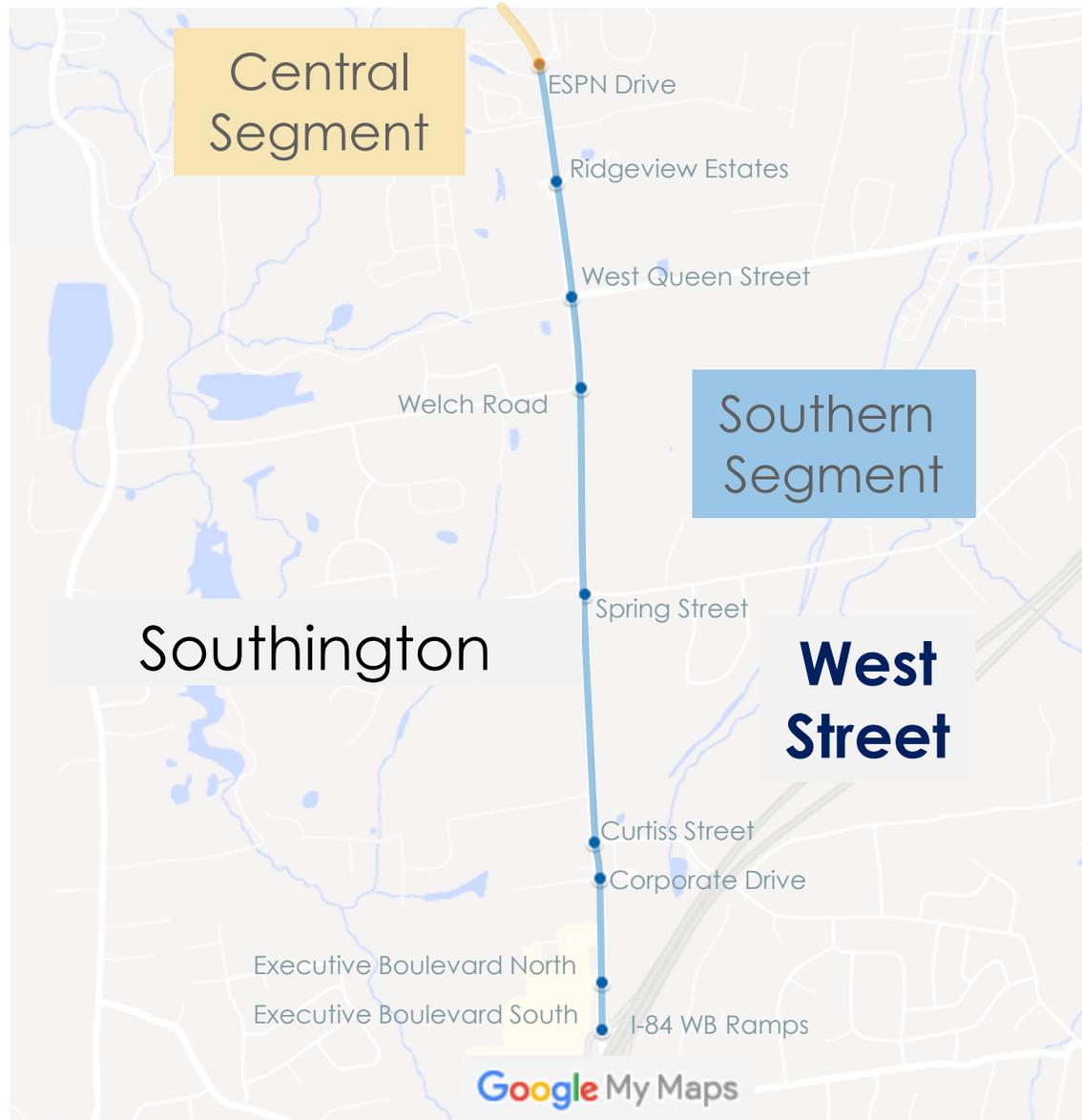


Traffic Operations Central Segment

<u>Level of Service</u>	<u>Average Control Delay (seconds per vehicle)</u>
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

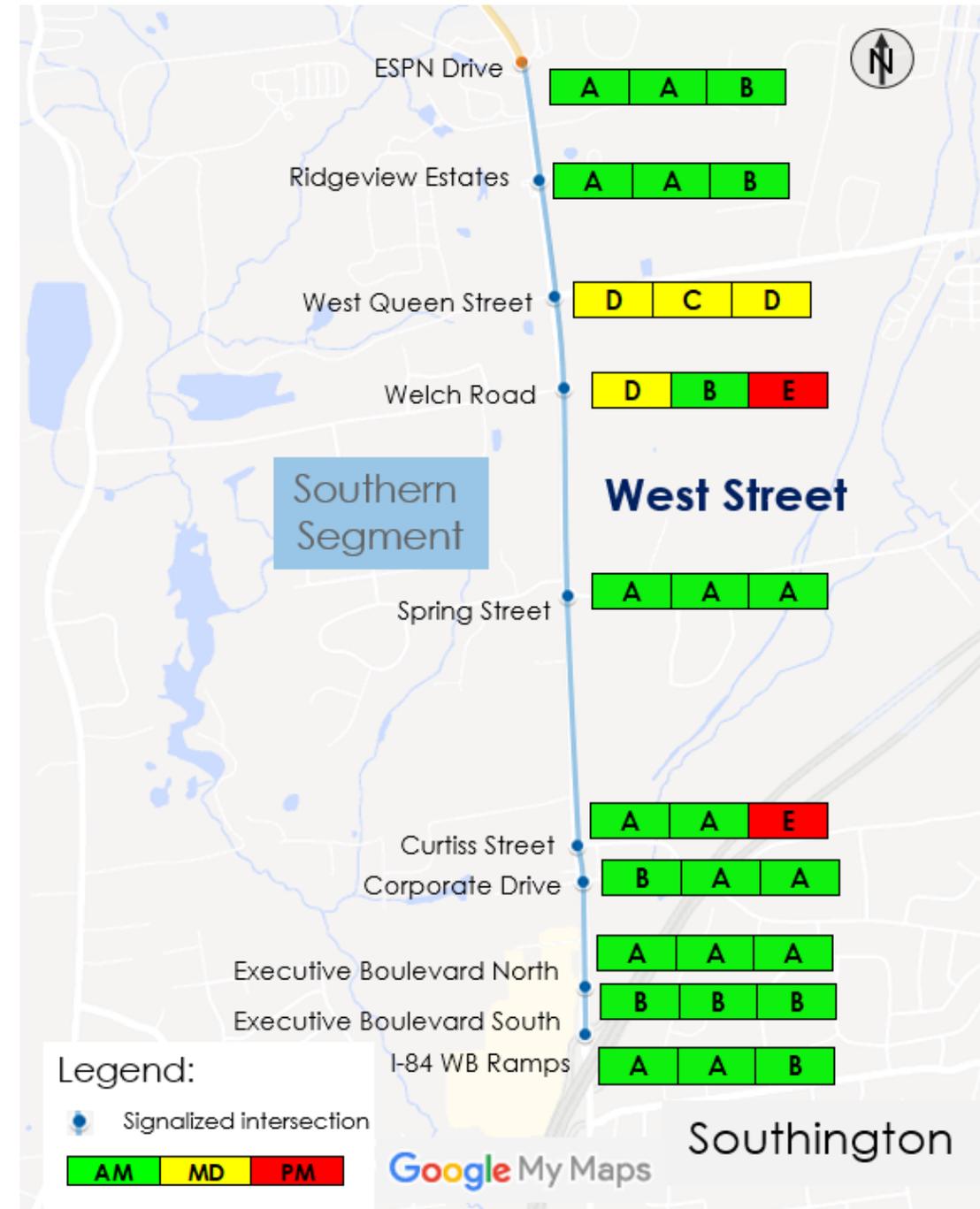


Southern Segment



Traffic Operations Southern Segment

<u>Level of Service</u>	<u>Average Control Delay (seconds per vehicle)</u>
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80



Meeting Agenda

- Introduction
- Existing Conditions
- **Discussion**
- Action Items



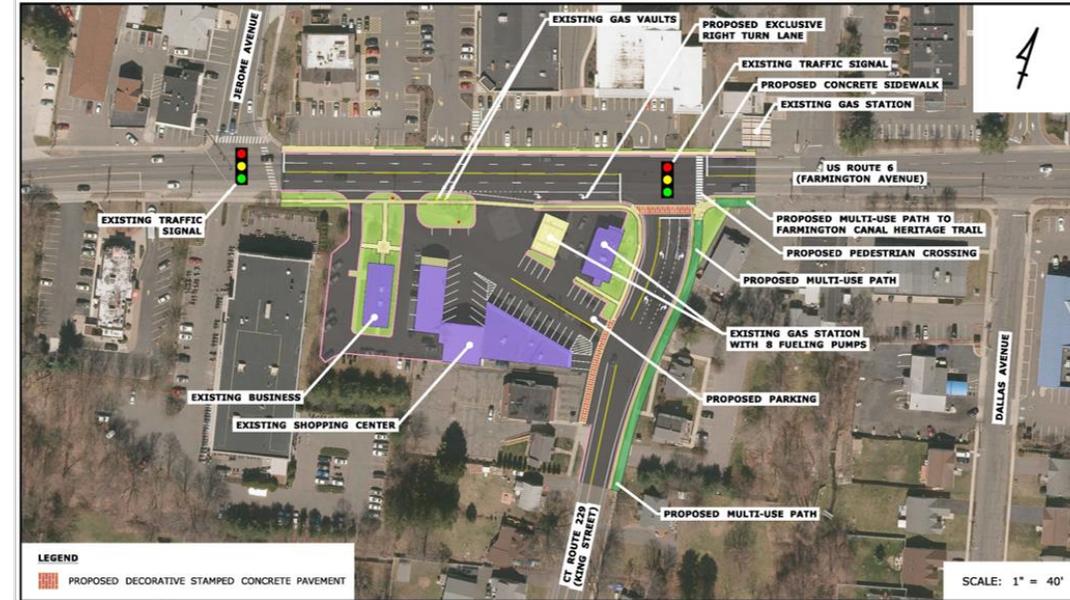
Challenges and Opportunities

- **Tell us what you think!**
 - Use the live chat feature to share any comments, ideas, or suggestions!

	What is working well?	What are the challenges?	What are the opportunities?
Mobility and Connectivity (speeds, turn lanes, signals, network, etc.)			
Safety and Access (locations, ADA)			
Pedestrian Accommodations (sidewalks, crosswalks, ramps, etc.)			
Bicycle Accommodations (shoulder, cycle track, trails, etc.)			

Possible Improvement Locations

- High Crash Rates and Fatality locations (next slide)
- Continuous Two-Way Left- Turn Lanes (TWLTLs)
- Southern Segment: Second southbound lane
- Southern Segment: Boulevard
- Southern Segment: Signal at West Pine Street
- Southern Segment: Signal at Churchill Street
- Central Segment: Signal at Vincent P Kelly Road
- Northern Segment: Exclusive left turn lanes
- Northern Segment: Continuous / improved pedestrian facilities
- Northern Segment: King Street @ Farmington Avenue
- Northern Segment: Bike Lane from Riverside Avenue to Lake Avenue



Possible Improvement Locations

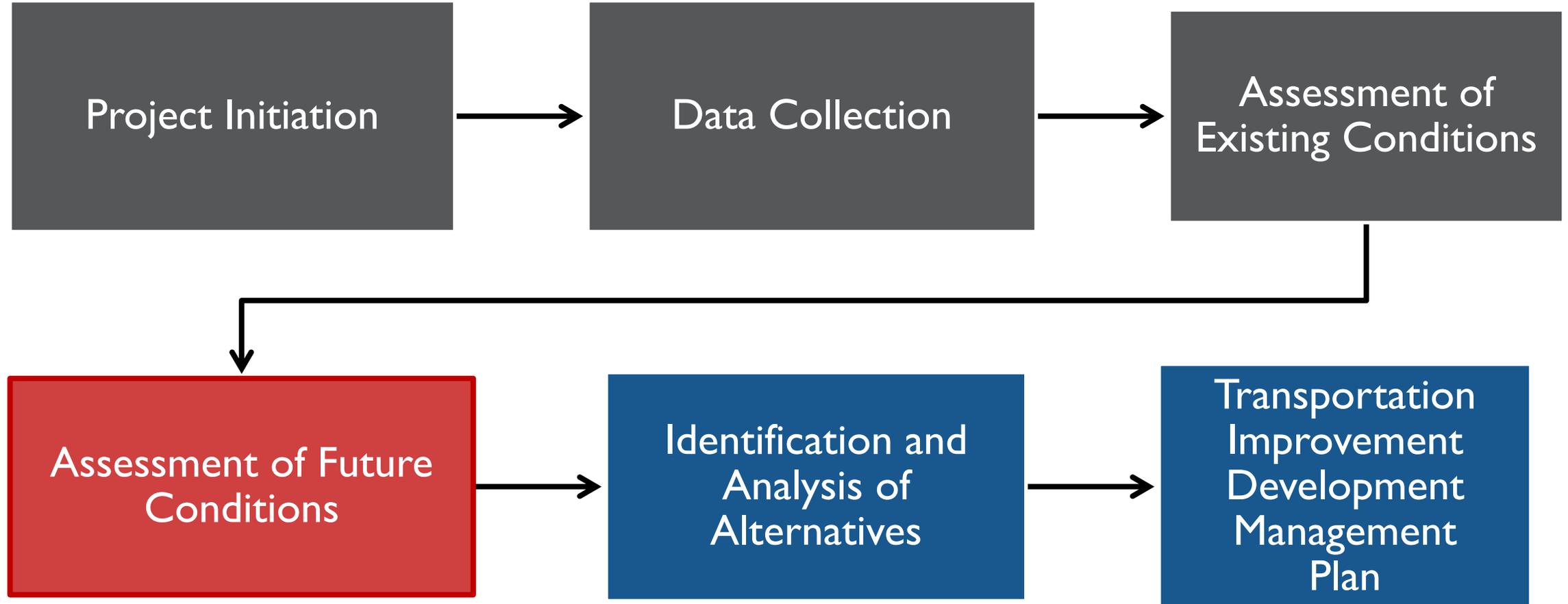
Location	Type	High Crash Rate	Pedestrian Crash	Fatal Crash
§ Route 229 @ Moody Street/ Louisiana Avenue	Intersection	Yes		Yes
§ Route 229 @ Route 72	Intersection	Yes	Yes	
§ Route 229 @ Pine Street	Intersection	Yes	Yes	Yes
§ Route 229 @ Business Park Road / Battisto Road	Intersection			Yes
§ Route 229 @ Pine Brook Terrace	Intersection			Yes
§ Route 229 @ West Queen Street	Intersection	Yes		
§ Route 229 @ Curtiss	Intersection	Yes		
§ Route 229 @ I-84 WB On/Off Ramps	Intersection	Yes		
- Route 6 / Farmington Avenue & Moody Street/ Louisiana Avenue	Segment	Yes		
- Moody Street/ Louisiana Avenue & High School Drive	Segment	Yes		
- W. Washington Street & Broad Street	Segment	Yes	Yes	(By Bernside Ave)
- Route 72 & Pine Street	Segment	Yes		
- Executive Boulevard North & Executive Boulevard South	Segment	Yes		
- Lake Avenue & Business Park Road	Segment		Yes	
- Business Park Road & Cross Street	Segment		Yes	
- Curtiss Street & Corporate Drive	Segment		Yes	

Next Steps Discussion

- Public survey (4/14 and on website)
- Alternative Analysis
 - (Selection of 10 locations)



Next Steps



Next Steps:

- **Timeline**



- **Priority**



- **Market Reality**



Strategy:

- Identify “low hanging fruit”
- Nodes of future change to guide development
 - Establish design guidelines
 - Cognizant of changing market
- Acknowledge environmental constraints

Thank You for your time!



Any Questions?